Lewis and Dryden's Maritime History of the Pacific Northwest
by E.W. Wright
1895

In August 1846, the American sloop-of war Shark entered the Columbia, 25 days from Honolulu, and was obliged to wait outside until Lieutenant Howison and Captain Schenck entered in a small boat and sounded. After crossing the bar, Saul, the negro cook from the Peacock, attempted to pilot the vessel to Astoria, but ran her aground before he had been aboard twenty minutes. They then sent to Astoria and secured the services of Lattie, one of the Hunson's Bay pilots, who took them through safely. From there they went to Vancouver. In addition to the officers named, the Shark had on board the following: James D. Bullock, lieutenant; William S. Hollis, purser; Edward Hudsom, surgeon; T. McLanahan, T.J. Simes and H. Davidson, midshipmen. Owing to frequent dessertions from the crew, the Shark made a brief stay in the river and on the 10th of Sept started seaward piling up on the south spit and becoming a total wreck. In >asmuch as the officers of the vessel had spent the whole of the day previous reconoitering, it looks as though there might have been a degree of carelessness attached to the unfortunate occurrence; but if there was, no one was ever censured, and the old Shark drifted out to sea, the wreck coming ashore down near Tillamook Head, where it was torn apart by John Hobson (still living at Astoria) and a few others in that neighborhood. One of the guns from this early terror of the seas is still lying at Astoria, having been brought there from the beach where the hull stranded. The entire crew escaped in boats and were given supplies by S.H. Smith, and in 1847 were taken to San Francisco on the old Cadboro, which was chartered from the Hudson's Bay Company for the trip. They went aboard in November 1846, but did not cross out of the Columbia until January 18, 1847.

Capt. John Babbidte, who cammoanded the steamers of the Oregon steam Navigation Compnay on the astoria route for 20 y was born in Maine in 1842, and like the majoity of young men in that part of the world, followed the sea for a livelihood. After cruising on the Atlantic for a few years, he went to the Pacific Coast as second mate on the bark Cambridge in 1864, leaving her at Portlnd to go on the Alfred Crosby, then in the coasting trade between that point and Vicotria. He remained on the Crosby a yr, and subsequently ran the government sloop Belle between Astoria and fort Stevens until 1867, when he began stealmboating as a deckhand on the John H. Crouch. His ablility was soon recognized by the Oregon Stam Navigation co, and 3 yrs later he was given the captaincy ofthe steamer Fannie Troup, on the Cowlitze> rte. He went from her to the Okanogan and Julia blah blah. His son is Capt. Wilbur F. Babbidge.

Capt. Hiram Borwn, WHO HAS PROBABLY HAD THE LONGEST

CONTINUOUS SERVICE AS A STEAMSHIP PILOT OF ANY MAN ON THE PACIFIC COAST, WAS B DEC 14, 1823 IN CAYUGA COUNTY NY. HE REMOVED TOTHE WESTERN STATES WHEN HE WAS QUITE YOUNG, AND COMMENCES>D HIS MARINE CAREER ON THE MISSISSIPPI, RUNNING OUT OF ST. LOUIS FROM 1844 TO 1848. FROM THE MISSISSIPPI HE DRIFTED WESTWARD, AND WORMKED ON THE COLUMBIA ON THE PIONEER STEAMER LOT WITCOMB IN 1851. HE SERVED ON VARIOUS RIVER STEAMERS UNTIL MARCH, 1857, WHEN HE BEGAN PILOTING OCEAN STEAMSHIPS BETWEEN PORTLAND AND ASTORIA, HIS FIRST CHARGE BEING THE ILL-FATED BROTHER JONATHAN, LOST OFF CRESCENT CITY IN 1865. HE FOLLOWED HIS CALLING ON THIS ROUTE, WITHOUT A VACATION OR LOSS OF TIME FOR NEARLY THIRTY-THREE YEARS RETIRING IN DEC. 1889, TO ENJOY THE COMFORTS OF LIFE THAT ARE CERTAINLY DUE A MAN AFTER SO LONG A PERIOD OF UNREMITTING DUTY. PAGE 35

THE AMERICAN BARK ARCHITECT CAPT MERTAGE, IN GALLAST FROM SAN FRANCISCO FOR CEMENTVILLE, ON THE COLUMBIA, WAS WRECKED ON CLATSOP SPIT, MARCH 28TH. SHE ATTEMPTD TO FOLLOW THE BRITISH SHIP PACTOLUS,WH WAS SAILING IN WITH A PILOT ON BOARD, BUTHE WIND DIED OUT, AND SHE DRIFTED ON THE SPIT. THE ANCHOR WAS LET GOK BUT SHE STRUCK SO HEAVILY THAT WHEN THE TIDE ROSE SHE FILLED. THE CREW TOOK TO THE RIGGING AND WERE RESCUED THE NEXT DAY BY A LIFE-BOAT TOWED FROM THE CAPE BY THE TUG ASTORIA AND MANNED BY LEIUT SAM JONES AND THE ALLEN BROTHERS. THE VESSEL BECAME ALMOST A TOTAL LOSS AND THE WRECK WAS SOLD TO MR. CARR FOR $52. THE ARCHITECT, WH WAS OWNED BY THE CEMENTVILLE MILL CO WAS BUILT IN ROCKLAND ME IN 1855, REGISTERED 279 TONS AND WAS VALUED AT $8,000.

CAPT ALFRED CROSBY, ONE OF THE BEST KNOWN OF THE EARLY PILOTS, WAS BORN IN BREWSTER, MASS, IN 1824, AND CAME ROUND TO THE PACIFIC IN THE LATTER PART OF THE 40S. AFTER FUNNING IN THE COASTING TRADE FOR A SHORT TIME HE SETTLED IN ASTORIA ABUT 1850, AND SOON AFTER BEGAN PILOTING ON THE BAR, FOLLOWING THIS VOA>CATION ALMOST CONTINUOUSLY UNTIL THE TIME OF HIS DEATH, WH OCCURRED AT ASTORIA, APRIL 30, 1871. HE WAS FOR MANY YEARS MASTER ON THE FAMOUS OLD PILOT SCHOONER CALIFORNIA AND HIS NAME WILL ALWAYS BE INSEPARABLY CONNECTED WITH EARLY PILOTING AND NAVIGATION OFF THE MOUTH OF THE COLUMBIA. P32

CAPT PHILIP JOHNSON IS NOW THE OLDEST LIVING PILOT ON THE COLUMBIA RIVER. HE ARRIVED HERE ABOUT 1849, AND IS A SHORT TIME BEGAN RUNNING ON THE RIVER. HE RECEIVED HIS BRANCH WITHIN A FEW MONTHS AFTER CAPT FLAVEL WAS APPOINTED AND HAS BEEN IN ACTIVE SERVICE UP TO THE PRESENT TIME. AS CAPT FLAVEL RETIRED FROM THE RANKS A LITTLE WHILE AFTER RECEIVING HIS LICENSE, AND AS ALL OF THE OTHERS WHO BEGAN PILOTING SHORTLY AFTER CAPT JOHNSON'S APPOINTMENT HAVE SINCE JOINED THE SILENT MAJORITY, IT CAN PROBABLY BE SAID WITH TRUTH THAT HE HAS SUCCESSFULLY PILOTED MORE DEEP WATER VESSELS BETWEEN PORTLAND AND ASTORIA THAN ANY MAN LIVING. P 32

B.C. KINDRED
ON THE COLUMBIA B.C. KINDRED, WHO IS STILL LIVING AT FORT STEVENS, WAS RUNNING A BOAT FROM ASTORIA TO UP-RIVER POINTS. THE FARE WAS $20 TO OREGON CITY, AND THE PASSSENGER "FOUND " HIMSELF AND ALSO HELPED PULL THE BOAT. IN 1849 KINDRED BEGAN TO MAKE REGULAR LANDINGS AT PORTLAND CONTINUING IN THIS TRADE UNTIL 1850, WHEN THE STEAMERS DROVE HIM OFF.

CAPT. HENRY KINDRED IS ONE OF OREGON'S NATIVE SONS, HIS FATHER BEING THE PIONEER, CAPT KINDRED, WHO WAS OPERATING A BATEAU LINE BETWEEN ASTORIA AND OREGON CITY IN THE FORTIES. THE YOUNG MAN COMMENCED HIS MARINE CAREER ON SMALL STEAMERS AT THE MOUTH OF THE COLUMBIA, ENETERING THE SERVICE OF THE OREGON STEAM NAVIGATION COMPANY ABOUT 20 YRS AGO, FOLLOWING THEIR FORTUNES AND THOSE OF THEIR SUCCESSORS UNTIL 1892. HE WAS FOR MANY YRS. IN COMMAND OF THEIR BOATS BETWEN PORTLAND AND ASTORIA ON THE OREGON SIDE OF THE COLUMBIA, AND WAS AFTERWARD ENGAGED AS MASTER AND PILOT ON THE NIGHT BOATS. HE LEFT THE COMPANY A SHORT TIME AGO TO TAKE COMMAND OF THE TUG LOUISE VAUGHN, USED AS A TENDER TO THE CITY DREDGE.

CAPT RICHARD HOYT, SR. DIED IN FEB 18, 1862, SUCCEEDED BY HIS SON RICHARD JR.

CAPT. GEORGE C. FLAVEL WAS BORN IN ASTORIA IN 1855 AND IS A SON OF THE MOST PROMINENT MARINE MAN WHO EVER OPERATED IN THE NORTHWEST. THE YOUNG MAN INHERITED A LOVE FOR THE WATER, AND WHILE YET A BOY, SPENT THE GREATER PORTION OF HIS TIME AROUND HIS FATHERS TUGBOATS. DESIRING TO SEE MORE OF THE OCEAN THAN WAS POSSIBLE ON A TUGBOAT EXCRUSION, HE SHIPPED ON A DEEP-WATER VESSEL AND MADE AN EXTENDED CRUISE TO VARIOUS PARTS OF THE WORLD. ON RETURNING HE TOOK COMMAND OF A TUGBOAT AND FOR SEVERAL YRS WAS AT DIFFERENT TIMES IN CHARGE OF EACH OF THE TUGS CONTROLLED BY HIS FATHER. ILL HEALTH COMPELLED HIM TO RETIRE FROMTHE WATER FOR SEVERAL YEARS, BUT IN 1889 HE AGAIN TOOK COMMAND OF THE COLUMBIA AND HANDLED HER FOR SEVERAL MONTHS. LIKE HIS FATHER HE HAS ALWAYS BEEN THOROUGHLYCONVERSANT WITH THE PARACTICAL DETAILS OF THE TOWAGE AND PILOTAGE BUSINESS, WHICH HAS ALWAYS BEEN A VEXED QUESTION AT THE MOUTH OF THE COLUMBIA. SINCE THE DEATH OF HIS FATHER IN 1893 HE HAS BEEN ENGAGED IN LOOKING AFTER THE VAST PROPERTY INTERESTS OF THE ESTATE. P 321

THE FIREFLY WAS A SMALL PROPELLER BROUGHT UP FROM SAN FRANCISCO IN 1853 BY CAPT. TOMAS HAWKS, ONE OF THE FIRST BAR PILOTS ON THE COLUMBIA. SHE CONFINED HERSELF MOSTLY TO JOBBING AROUND THE LOWER COLUMBIA, AND CAME TO A SUDDEND END THE FOLLOWING YEAR BY SWAMPING OFF TANZY POINT. ON FEB. 24, 1854, SHE WAS TOWING A RAFT OF LOGS FROM YOUNGS RIVER TO WELSH'S SAWMILL, AND IN ROUNDING SMITH'S POINT THE EBB TIDE CAUGHT HER. AS SHE WAS OF SMALL POWER SHE WAS COMPELLED TO DRIFT WITH THE RAFT, FINALLY GROUNDING ON THE SANDS A SHORT DISTANCE ABOVE FORT STEVENS. SHE LAID THERE UNTIL THE FLOOD TIDE SEIZED THE LOGS, SWING THEM IN OVER THE SANDS AND DRAGGING THE STEAMER WITH THEM. HAWKS WOULD NOT CUT LOOSE, AND THE STEAMER CAPSIZED,DROWNING CAPT. HAWKS, ENGINEER SWASEY, AND THREE OTHERS. WELSH WHO HAD BEEN A PASSENGER ON THE TRIP, REMAINED ON THE RAFT FINALLY CUT IT ADRIFT AND FLOATED UP TO ASTORIA WHERE HE GAVE THE ALARM. A RESCUING PARTY HURRIED TO THE RELIEF,BUT WHEN THEY REACHED THE SCEND OF THE DISASTER THE ONLY ONE ALIVE WAS THE FIREMAN, WHO WAS CLINGING TO THE SMOKESTACK. P 44

CAPT CHARLES S. GUNDERSON WAS BORN IN BERGEN, NORWAY IN 1854. HIS FATHER WAS A PILOT ON THE COAST OF NORWAY. THIS ENABLED YOUNG GUUNDERSON TO BECOME FAMILIAR WITH THE SEA AND VARIOUS KINDS OF WATER CRAFR. IN 1869 HE SHIPPED BEFORE THE MAST, AND AFTER SAILING AROUND THE WORLD, LANDED IN THE US IN 1872. 4 YRS LATER HE CAME TO THIS COAST AND BEGAN TUGBOATING AT THE MOUTH OF THE COLUMBIA REMAINING THERE UNTIL 1878, WHEN HE WENT TO CHICAGO AND TOOD COMMAND OF A LARGE LAKE STEAMER. THE ATTRACTIONS OF SALT WATER WERE TOO GREAT, HOWEVER, AND AFTER A FEW MONTHS ON THE LAKE HE RETURNED TO ASTORIA DN JOINED THE TUG C.J. BRENHAM AS MATE, REMAINING THERE UNTIL 1881 WHEN HE WAS GRANTED A BAR PILOTS LICENSE. HE CONTINUED IN THIS WORK UNTIL 1889WHEN THE UNION PACIFIC MONOPOLIZED THE PILOTAGE BUSINESS AT THE MOUTH OF THE RIVER. CAPT GUNDERSON THEN RETIRED FROM THE WATER AND ENGAGED IN THE REALESTATE BUSINESS AT ASTORIA FOR A SHORT TIME, BUT AFTERWARD IN COMPANY WITH THOMAS RUSSELL AND C. SORENSEN, PURCHASED THE STEAMER ELECTRIC WHICH WAS PLACED ON THE CLATSOP ROUTE, GUNDERSON TAKING COMMAND ANDRUNNINGHER UNTIL A SHORT TIME AGO, WHEN THEY SOLD HER TO CAPT WILBUR BABBIDGE. CAPT. GUNDERSON WAS ELECTED RECORDER OF CLATSOP COUNTY IN 1894. P 288-9

CAPT A.W. GRAY WAS BORN AT CLATSOP BEACH IN 1850 AND COMMENCED HIS MARINE LIFE ON THE STEAJER GEORGE S. WRIGHT RUNNING COASTWISE. IN 1866 HE WAS ON THE STEAMSHIP OREGONIAN, AND ON HIS RETURN FROM THE EAST THAT YEAR HE BEGAN RUNNING ON RIVER STEAMERS. HE WAS ON THE US GRANT AT THE TIME OF HER WRECK IN 1871 AND WAS AFTERWARD ON THE STEAMER VARUNA, WHICH TOOK HER PLACE ON THE ILWACO ROUTE, AND ON THE TUG SEDALIA. HE WAS THEN ENGAGED ON THE STEAMERS MARY BELL VANCOUVER WELCOME, QUICKSTEP AND CLEVELAND ON THELOWER RIVER AND ALONG IN THE EIGHTIES WENT TO THE UPPER RIVER, WHERE HE HAD CHARGE OF THE FREDERICK BILLINGS FOR A LONG TIME, AND

WHEN THE NEW STEAMERS CITY OF ELLENSBURG AND T.L. NIXON WERE BUILT, HE COMMANDED TEM UNTIL ABOUT TWO YEARS AGO, LEAVING TO TAKE THE STEAMER MASCOT ON THE LEWIS RIVER ROUTE. HE IS ONE OF A QUARTETTE OF BROTHERS WHO HAVE BEEN VERY SUCCESSFUL AS STEAMBOATMEN. P 199

CAPT J.H.D. GRAY, A SON OF THE PIONEER WILLIAM H. GRAY, FIRST SAW THE LIGHT AT LAPWAI, IDAHO, MARCH 20, 1839, HAVING BEEN THE FIRST MALE WHITE CHILD BORN WEST OF THE ROCKY MOUNTAINS. WHEN A YOUNG MAN HE WENT TO THE FFRASER RIVER AND THERE ENTERED THE STEAMBOAT BUSINESS AS MATE AND PILOT ON THE COLONEL MOODY IN 1860. HE RAN THE STEAMER MARIA ON HARRISON LAKE FOR A SHORT TIM AND THEN WENT TO THE UPPER COLUMBIA AND SERVED AS MADE ON THE STEAMER TENINO. HE WAS SOON GIVEN A COMMAND, AND WAS MASTER ON THE VARIOUS STEAMERS OF TE OREGON STEAM NAVIGATION COMPANY ON THE NAVIGABLE PORTIONS OF THE UPPER COLUMBIA AND SNAKE. GOING TO THE LOWER RIVER, HE BOUGHT THE GENERAL GRANT AND OPERATED HER BETWEEN ILWACO AND BAKER'S BAY, THE GRANT BEING THE FIRST STEAMER ON THIS ROUTE. HE WAS ALSO INTERESTED INBUILDING THE GENERAL MILES, WHIH WAS USED FOR A WHILE AS A TUG ON THE COLUMBIA RIVER BAR AND TOOK AN ACTIVE PART IN DEVELOPEMTN OF GRAY'S HARBOR. WHEN THE QUEEN OF THE PACIFIC STRANDED AT THE MOUTH OF THE COLUMBIA, GRAY WENT TO THE RESCUE WITH THE MILES AND A LIGHTER, ON WHICH HE PLACED THE QUEEN'S ANCHOR AND TOWED IT TO DEEP WATER, WHERE IT WAS DROPPED WITH A TWELVE INCH CABLE ATTACHED, ENABLING THE MEN ON THE SHIP TO GET A STRAIN ON IT AND KEEP THE QUEEN FROM WORKING FARTHER UP ON THE BANK. FOR THIS SERVICE CAPT GRAY WAS AWARDED $5,000 SALVAGE. HE RETIRED FROM THE WATER SEVERAL YEARS AGO AND IS AT PRESENT LIVING IN ASTORIA WHERE HE HOLDS THE OFFICE OF JUDGE OF CLATSOP COUNTY. P. 82

CAPT RICHARD HOBSON, ONE OF THE EARLIEST PILOTS ON THE COLUMBIA WAS BORN IN ENGLAND IN 1829, AND CAME TO OREGON VIA NEW ORLEANS IN 1843. HE LEFT IN 1848 AND RAN A SCHOONER ON THE SACRAMENTO RIVER FOR A WHILE IN 1848 AND 1849, BUT RETURNED TO OREGON IN 1850, PILOTING THERE IN 1852 AND 1853. IN 1854, HE WENT TO ASUSTRALIA RETURNING IN 1861 AND GOING TO THE SALMON RIVER GOLD-FIELDS. ON COMING BACK FROM THE MINES HE BEGAN BOATING ON THE SKIPANON AND ASTOORIA ROUTE, AFTER WHICH HE WAS CAPT ON THE JOSIE MCNEAR, BEAVER, AND OTHER RIVER STEAMERS. HE LEFT HIS BUSINESS TO ENTER THE CUSTOMS SERVICE, BUT AFTER A SHORT TIME TOOK A TRIP TO THE SANDWICH ISLANDS FORHIS HEALTH. NOT FINDING THE RELIEF SOUGHT HE SAILED ON THE BARK FALKENBERG IN MAY 1878 FOR THIS COUNTRY, BUT FAILED SO RAPIDLY THAT HE DIED, MAY 24TH BEFORE LAND WAS SIGHTED. THE CAPTAIN OFTHE BARK AAN OLD COMRAD OF CAPT HOBSON MADE A SPECIAL EFFORT AND REACHED ASTORIA IN TIME TO ENABLE SORROWING FRIENDS AND RELATIVES TO PAY THEIR LAST RESPECTS TO GENIAL DICK HOBSON. P. 147-8

CAPT. W.H. HOBSON WAS BORN IN ASUTRALIA IN 1858 AND IS A SON OF CAPT. RICHARD HOBSON, A PIONEER ON THE COLUMBIA. HIS

FIRST MARINE WORK WAS ON THE OREGON RAILWAY & NAVIGATION COMPANY'S ASTORIA STEAMERS. IN 1882 HE WAS MASTER OF THE TUG KATATA FOR A YEAR, AND THEN TOOK THE STEAMER QUICKSTEP TO PUGET SOUND, REMAINING THERE UNTIL 1887 WHEN HE WENT TO PORT BLAKELY WITH THE STEAMER MICHIGAN AND RAN HER FOR 2 YRS . HE WAS NEXT ENGAGED ON THE SARAH M. RENTON FOR A SIMILAR PERIOD, LEAVING HER TO GO AS PILOT ON THE STATE OF WASHINGTON. HE WAS AFTERWARD ON THE WEST SEATTLE FERRY FOR A YEAR, AND RETURNED TOTHE COLUMBIA IN 1893 TO COMMAND THE STEAMER EDITH. P. 252

CAPT KANE OLNEY HAS BEEN EMPLOYED IN STEAMBOATING ON THE COLUMBIA AND WILLAMETTE RIVERS AND PUGET SOUND FOR ABOUT 20 YRS. HE IS A BROTHER OF THE LATE CAPT HIRAM OLNEY OF SEATTLE,AND WAS INTERESTED WITH HIM IN A NUMBER OF THE SOUND STEAMERS. ON THE COLUMBIA RIVER HE WAS FOR SEVERAL YEARS IN THE EMPLOY OF THE COLUMBIA TRANSPORTATION COMPANY AS MATE ANDMASTER ON THE FLEETWOOD AND TELEPHONE. HE ALSO COMMEANDED THE STEAMERS J. ORDWAY AND WONDER FOR SEVERAL MONTHS. AFTER LEAVING THER TO TAKE CHARGE OF THE GOVERNMENT SNAG BOAT CORVALLIS. HE SUBSEQUENTLY ENTERED THE EMPLOY OF TE OREGON RAILWAY & NAVIGATION COMPANY AS CAPTAIN OF THE STEAMER EMMA HAYWARD AND OTHER TOW BOATS, AND ONLLEAVING THERE WORKED ON THE STEAMER LURLINE AS PILOT WITH CAPT JAMES T. GRAY. P. 252

CAPT HIRAM J.OLNEY IS A NATIVE OF THE PACIFIC COAST AND WAS FOR MANY YEARS ONE OF THE BEST KNOWN STEAMBOATMEN ON THE PUGET SOUND. HEW WAS EMPLOYED AT DIFFERENT TIMES ON NEARLY ALL THE PIONEER CRAFT, AND IN 1879 BUILT THE TWIN PROPELLER SUSIE. IN 1882 HE WAS INTERESTED WITH D.B. JACKSON IN THE ORGANIZATION OF THE WASHINGTON STEAMBOAT COMPNAY AND AFTER LEAVING THAT CORPORATION PURCHASED THE OLD COLUMBIA RIVER STEAMER GAZELLE WHICH HE OPERATED UNTIL HE SECURED THE IRVING. HE WAS 38 Y OF AGE AT THE TIME OF HIS DEATH. P.360

JOHN LARSEN, MATE OF THE STEAMER TACOMA, WAS BORN IN NORWAY IN 1857. AFTER FOLLOWING THE SEA IN VARIOUS PARTS OF THE WORKLD HE BEGAN STEAMBOATING ON THE WILLAMETTE RIVER IN 1880 ON THE OHIO, REMAINING WITH HER AND OTHER RIVER STEAMERS UNTIL ABOUT 1885, WHENHE JOINED THE BIG FERRY-BOAT WITH WHIH HE IS STIL CONNECTED. P. 320

CAPT. AM. SIMPSON WAS BORN IN BRUNSWICK ME IN 1826, AND IN 1850 CAME TO THE PACIFIC COAST WHERE THE FIRST VESSEL IN WHICH HE WS INTERESTEED WAS THE SHIP BIRMINGHAM; BUT HAVING LITTLE FAITH IN THE FUTURE OF THE LOCAL MARINE BUSINESS, HE STARTED HER EAST IN THE FALL. WHILE OFF THE SOUTH AMERICAN COAST THE BIRMINGHAM COLLIDED WITH AN ^ENGLISH SHIP ANS WAS SO BADLY DAMAGED THAT SHE PUT INTO VALPARAISO, WHERE SHE WAS CONDEMNED AND SOLD. CAPT SIMPSON'S FIRST COASTING VESSEL WAS THE BRIG TARQUINA. HE WAS ALSO INTERESTED INTHE QUADRATUS AND POTOMAC,BOTH WELL KNOWN IN EARLY DAYS. SINCE 1850 CAPT SIMPSON HAS BEEN STEADILY ADDING TO HIS FLEET,AND SINCE THAT TIME HAS OWNED ALL OR A CONTROLLING INTEREST IN MORE COASTING VESSELS THAN ANY OTHER INDIVIDUAL OR FIRM OPERATING ON THE PACIFIC COAST. HE PLACED THE PIONEER TUG ON COOS BAY BAR AND FIRST TO REMAIN PERMANENTLY ON THE COLUMBIA RIVER BAR, AND AT THE PRESENT TIME OWNS THE TUGS ASTORIA, COLUMBIA, TRAVELER, PRINTER, CRUISER, HUNTER AND OVER A SCORE OF SAILING VESSELS. IT WOULD BE IMPOSSIBLE TO PARTICULARIZE MR. SIMPSONA'S MANY MARINE ENTERPRISES, AS THEY HAVE FORMED BY NO MEANS A SMALL PORTIO OF TE MARINE HISTORY OF THE NORTHWEST AND WILLBE MENTIONED ELSEWHERE IN THIS WORK.

LEWIS & DRYDENS MARINE HISTORY OF THE PACIFIC NORTHWEST

CAPT. FRED SHERMAN COMMENCED STEAMBOATING NEARLY 20YRS AGO ON SMALL STEAMERS PLYING OUT OF ASTORIA. HE WAS MASTER OF J.G. MEGLAR'S STEAMER EDITY FOR A SHORT TIME, WAS AFTERWARD ENGAGED AS MATE AND PILOT ONTHE FLEETWOOD, AND ALSO HELD A SIMILAR POSITION ON THE PASSENGER STEAMERS OF THE OREGON RAILWAY & NAVIGATION COMPANY RUNNING TO ASTORIA. AFTER LEAVING EH SERVICE OF THAT COMPANY HE HANDLED THE CYCLONE FOR A LITTLE WHILE, AND WHEN THE DALLES, PORTLAND & ASTORIA NAVIGATION COMPANY WAS ORGANIZED, HE BECAME ONE OF THE STOCKHOLDERS. HE WAS GIVEN COMMAND OFTHE REGULATOR SOON AFTER HER COMPLETEION, REMAINING WITH HER UNTIL 1894, WHEN HE CAME BACK TO THE LOER RIVER AND WAS ENGAGED AS PILOT ON THE STEAMER SARAH DIXON. P. 355

BENJAMIN YOUNG OF ASTORIA, OR WAS BORN IN SWEDEN IN 1843. HE BUILT THE STEAMER CLARA YOUNG AT WESTMINSTER IN 1887 AND SOLD HER WITH HIS CANNERY INTERESTS IN 1892. HE WAS ALSO INTERESTED IN A NUMBER OF OTHER STEAMERS IN THE NORTHWEST. P. 353

CAPT B.F. STEVENS HAS BEEN ENGAGED IN THE MARINE BUSINESS FOR OVER TWENTY Y. HE IS A BROTHER OF THE WELL KNOWN STEAMSHIP PILOT, IRVING STEVESN, WHO DIED AT ASTORIA IN 1885. CAPT STEVENS WAS AMONG THEFIRST IN COMMAND OF THE STEAMER KATATA AND SINCE CER APPEARANCE HAS HAD CHARGE OF NEALY EVERY SMALL STEAMER RUNNING OUT OF THE BAY CITY. P 308

CAPT. W.E. WARREN WAS BORN IN ASTORIA, OR IN 1863 AND HAS BEEN ENGAGED IN STEAMBOATING AT INTERVALS FOR NEARLY FIFTEEN Y. HE WAS MASTER AND OWNER OF TE STEAMERS TOM MORRIS AND FAVOITE FOR SEVERAL YEARS, AND ON DISPOSING OF THE LATTER VESSEL WAS MASTER OF THE PURITAN FOR A SHORT TIME. HE HAS ALSO HAD COMMAND OF A NUMBER OF OTHER SMALL STEAMERS AROUND ASTORIA AND WHILE NOT ENGAGED IN STEAMBOATING SELLS REAL ESTATE OF WHICH HE IS A LARGE HOLDER IN ASTORIA. P. 308

CAPT J.D. MUNSON, WHO HAS SPENT NEARLY A THIRD OF A CINTURY IN THE LIGHTHOUSE SERVICE AT THE MOUTH OF THE COLUMBIA, WAS BORN IN NY IN 1828 AND CAME TO SHOALWATER BAY IN 1859 ENGAGING IN THE FISHING AND OYSTER BUSINESS FOR ABOUT FIVE YEARS,GOING TO ASTORIA IN 1864. THE FOLLOWING YEAR HE TOOK CHARGE OF THE LIGHTHOUSE AT CAPT DISAPPOINTMENT, WHERE HE FOUND THAT THIS ONLY MEANS OF SAVING LIFE IN CASE OF SHIPWRICK WAS WITH AN OLD BOAT WHICH HAD BEEN NEGLECTED UNTIL IT WAS ALMOST USELESS. WITH THE ASSISTANCE OF SOME ASTORIANS HE REPAIRED IT, AND WHEN THE SCRANTON WAS LOST IT WAS THE MEANS OF SAVING SEVERAL PEOPLE. AT THE TIME OF THE ACCIDENT MUNSON MANNED THE BOAT WITH 2 OF HIS LIGHTHOUSE ASSISTANTS, TWO MEN FROM THE GOVERNMENT TUG, AND 2 SOLDIERS AND WAS THUS ENABLED TO RESCUE ALL ON BOARD OF THE BARK, WHO WOULD OTHERWISE HAVE MET THE FATE WHICH BEFELL THE UNFORTUNATE VITCTIMS OF THE INDUSTRY DISASTER, WHEN THE BARK ARCHITECT

WAS WRECKSED AT POIINT ADAMS, MR.. MUNSON SAVED HER CREW WITHTHE SAME BOAT. HE REMANED IN CHARGE AT CAPE DISAPPOINTMENT FOR 12 YRS AND THEN WENT TO ASTORIA WHERE HE BUILT THE STEAMER MAGNET WHICH HE RAN FOR THREE YRS. HE SOLD HER IN 1880 AND RETURNED TO THE LIGHTHOUSE SERVICE TAKING CHARGE OF THE STATION AT POINT ADAMS WHERE HE HAS SINCE REMAINED. J.D. MUNSON IS THE FATHER OF FRED MUNSON, A WELL KNOWN ASTORIA ENGINEER. P. 162

CAPT GRANVILLE REED WAS BORN IN MAINE IN 1839. HE SAILED A NUMBER OF YRS ON THE ATLANTIC COAST, BUT CAME WEST ABOUT 1865 AND COMMENCED RUNNING ON THE STEAMER JOHN H. COUCH. HE CONTINUED IN THE EMPLOY OF THE OREGON STEAM NAVIGATION CO UNTIL THE FALL OF 18790 WHEN HE BEGAN PILOTING AND SINCE THAT TIME HAS BEEN REGULARLY ENGAGED AS A BRANCH PILOT ON THE COLUMBIA AND WILLMETTE RIVERS. P. 187

PILOTAGE AND TOWAGE ON THE COLUMBIA RIVER,WHICH HAD, PRIOR TO THIS TIME, BEEN VEXED QUESTIONS,WERE THOROUGHTLYAND SATISFACTORILY SYSTEMATIZED IN 1870. THETUG ASTORIA, RUNNING UNDER A SUBSIDYFROMTHE STATE WAS COMMANDED BY CAPT. AD.D. WASS, AND AS BAR PILOTS CARRIED ALFRED CROSBY,WILLIAM BOCAHU AND A.C. FARNSWORTH; WHILE PHIL JOHNSON, GRANVILLE REED, M.M. GILMAN AND H.A. SNOW WERE THE REGULAR LICENSED BRANCH PILOTS ON THE RIVER. JAMES TAYLOR, W.F. KIPPIN AND THOMAS J. DRYER CONSTITUTED THE BOARD OF PILOT COMMISSIONERS, THE LATTER TAKING THE PLACE MADE VACANT BY THE DEATH OF CAPT. COUCH, WHO HAD ALSO HELD THE POSITION OF U.S. INSPECTOR OF HULLS, TO WHICH CAPT WILLIAM DIERDORFF WAS APPOINTED. JAMES LOTAN WAS MADE INSPECTOR OF BOILERS ABOUT THE SAME TIME. A NUMBER OF DEEP-WATER VESSELS ARRIVED AT PORTLAND THIS YEAR, MOST OF TEM COMING WITH RAILROAD IRON FOR THE OREGON & CALIFORNIA RAILROAD, WHICH BEN HOLLADAY WAS THEN MAKING STRENUOUS EFFORTS TO COMPLETE. P. 187

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CAPT THOMAS DOIG WAS B IN FIFESHIRE,SCOTLAND, IN 1845, AND MADE HIS FIRST SEA VOYAGE TO MELBOURNE IN 1859 IN THE BLACK BALL LINE OF PACKET SHIPS, REMAINING IN THIS EMPLOY FOR FOOUR Y AND LEAVING IT TO GO TO THE MILES IN NEW EALAND. HE WAS THEN IN THE FOASTING TRADE AROUND AUSTRALIA FOR A SIMILAR PERIOD, GOING THENCE TO MAURITIUS AS MATE ON A VESSEL. ON RETURNING HE T>ENGAGED IN TRADING AMONG THE SOUTH SEA ISLANDS FOR TWO YEARS, , NEXT GONG TO CHINA, WHERE HE SHIPPED WITH THE VESSEL WHICH TOOK THE FIRST CARGO OF CHINAMEN FROM HONGKONG TO NEW ZEALAND. HE LEFT THE VESSEL AT HONG KONG A FEW MONTHS LATER, AND AFTER MAKING A COUPLE OFVOGAGES TO SINGAPORE, AC,E TO COREGON AS A PASSENGER ON THE BARK GARIBALDI IN 1872, AND SERVED FOR A SHORT TIME AS A DECK HAND ON HOLLADAYS STEAMERS ON THE UPPER WILLAMETTE, SUBSEQUENTLY JOINING THE FALKENBERG AS SECOND MATE WITH CAPT. JA. BORWN, WITH WHOM HE WAS F>AFTERWARD MATE FOR A FEW TRIPS, AND TEN COMMENCED PILOTING FOR CAPT FLAVEL WITH WHOM HE REMAINED FIVE YRS AND THEN JOINED THE OPPOSITION PILOTS ON THE SCHOONER RESCUE. WHEN THE LATTER WITHDREW, CAPT COIG WENT TO COSTA RICA TO LOOK AFTER THE SALE OF THE SCHOONER AND WHILE THERE WAS APPOINTED CAPTAIN OF THE MAN-OF-WAR YRAZU, THE OLD STEAMSHIP PELICAN UNDER A NEW NAME. WITH THE YRAZU HE MADE A TRIP TO COCOS ISLAND WITH PRISONERS,AND WAS IN THE SERVICE OF THE COSTA RICAN GOVERNEMTN FOR A YEAR, SUBSEQUENTLY GOING TO SANFRANCISCO, AND WITH PILOTS HOWES WOODS AND OLSEN PURCHIASING THE PILOT SCHOONER, J.C. COUSINS, WHIH THEY OPERATED ON THE COLUMBIA BAR UNTIL SHE WAS LOST. CAPTAIN DOIG THEN ENGATED ON>AS KMATE N THE STEAMER QUEEN UNTIL THE PILOT STEAMER GOVERNOR MOODY WAS PUT INTO SERVICE, WHEN HE JOINED HER AS ONE OF THE STATE PILOTS AND HAS SINCE CONTINUED ON THE BAR.

In Jewell? in 1900 or 1910?

THE CLATSOP CHIEF, A SMALL STERNWHEELER, WAS BUILT AT SKIPANON, OREGON BELOW ASTORIA IN 1875 TO RUN BETWEEN ASTORIA AND CLATSOP LANDING AND AS SHE WAS NOT ADAPTED TO THE TRADE,

WAS SOLD TO PORTLAND PARTIES, CAPT F.B. JONES OF THAT CITY OPERATING HER FOR MANY YEARS. SHE CAME PROMINENTLY BEFORE THE PUBLIC IN 1881 AS THE VICTIM OF A COLLISION IN WHICH SHE WAS CUT IN TWO BY THE STEAMSHIP OREGON. P. 233

A NEW FACTOR IN THE OCEAN STEAMSHIP BUSINESS APPEARED ON THE NORTHER N ROUTES IN 1878. THE FIERCE COMPETTION BETWEEN THE OREGON STEAMSHIP COMPANY AND THE PACIFIC COAST STAEMSHIP COMPANY ROUTE HAD NO SOONER ENDED THAN P.B. CORNWALL OF SAN FRANCISCO PUT THE STEAMER GREAT REPOUBLIC ON THE PORTLAND ROUTE AND CARRIED PASSENGERS AND FRII>EIGHT AT UNHEARDPOF RATES. THE GREAT REPUBLIC WAS ONE OF THE LAST OF THE OLD-STYLE SIDEWHEELERS BUILT FOR THE PACIFIC MAIL STEAMSHIP COMPANY. SHE WAS LAUNCHED AT GREENPORT, LONG ISLAND IN NOVEMBER 1866, BY HENRY STEERS, FOR THE CHINA TRADE, AND WAS OPERATED THERE FOR A WHILE, BUT A FEW YEARS AFTER HER ARRIVAL SHE WAS CAUGHT IN A HEAVY GALE OFF THE CHINESE COAST AND ROUGHLY HANDLED. ON ACCOUNT OF INJURIES RECEIVED AT THIS TIME, AND HER HEAVY COAL CONSUMPTION, SHE WAS RETIRED FROM THIS ROUTE AND SOLD TO P.B. CORNWALL FOR AN INSIGNIFICANT FIGURE COMAPRED WITH HER ORIGINAL COST. SIDEWHEELERS HAD GONE OUT OF DATE, AND IT WAS SUPPOSED THAT CORNWALL PURCHS>ASED THE STEAMER EXPECTING TO SECURE A GOOD SUBSIDY FOR LAYING HER UP. ON HIS FAILURE TO ACCOMPLISH THIS PURPOSE HE PUT >HER ON THE ROUTE, AND DESPITE THE LOW RATES, CARRIED SUCH CROWDS THAT EVEN THE ENOURMOUS RUNNING EXPENSE FAILED TO CONSUME ALL THE PROFITS. SHE ARRIVED AT PORTLAND ON HER FIRST TRIP JUNE 19TH IN COMMAND OF CAPT. JAMES CARROLL CARRYING 200 PASSENGERS AND 400 TONS OF FRIEGHT, THE RATES BEING: CABIN $7, STEERAGE $2, AND FREIGHT $1.50 PER TON. SHE TRETURNED TO SAN FRANCISCO WITH 236 PASSENGERS AT THE RATE OF $5 AND $2. ON HER SECOND TRIP NORTH, CABIN PASSAGE WAS $4, STEERAGE $2, AND FREIGHT $1 PER TON. SHE CARRIED 455 CABIN PASSENGERS AND 293 IN THE STEERAGE. FOR THE FE TRIPS FOLLOWING HER PASSENGER LIST WAS AS FOLLOWS: THIRD, 547 CABIN, 227 STEERAGE; FOURTH, 562 CABIN, 262 STEERAGE; FIFTH 480 CABIN, 195 STEERAGE; SIXTH 350 CABIN, 126 STEERAGE. ON HER DOWN TRIPS SHE TOOK FULLY AS MANY AS WHEN NORTHWARD BOUND, PASSENGERS TRAVELING BACK AND FORTH BECAUSE IT WAS CHEAPER THAN BOARDING ASHORE. CORNWALL CONTINUED HER ON THE ROUTE UNTIL APRIL 1879. WHEM SHE WAS WRECKED ON SAND ISLAND WHILE BOUND IN WITH NINE HUNDRED PASSENGERS ABOARD. THE GREAT REPUBLIC WAS A BARK-RIGGED VESSEL 378 FEET LONG, 47 FEET BEAM, AND 30 FT HOLD, REGISTERING 3,882 TONS. SHE WAS CONSTRUCTED OF WHITE OAK AND CHESTNUT WITH IRON AND COPPER FASTENINGS, HAD THREE DECKS, AND POWER WAS FURNISHED BY FOUR BOILERS AND A VERTICAL-BEAM ENGINE. SHE WAS REMETALED IN 1872 AND WAS SAID TO BE IN FAIR CONDITION WHEN LOST (EE WRECK OF GR.) DESPITE HER MAMMOTH PROPORTIONS, SHE WAS A RAPID TRAVELER AND ON HER LAST TRIP OUT FROM PORTLAND MADE TH RUN TO ASTORIA IN FIVE HOURS AND FIFTEEN MINUTES. MR. CORNWALL STILL FURTHER INTERFERED WITH THE PROFITS OF THE OLD STEAMSHIP COMPNAY BY SECURING THE ALASKA MAIL CONTRACT, IN THE FULFILLMENT OF WHICH HE OPERATED THE LITTLE

CALIFORNIA,RUNNING HER NORTH FROM PORTLAND WHERE N.B. INGALLS WAS AGENT FOR THE TWO STEAMSHIPS. PRIOR TO THE GREAT REPUBLIC'S ARRIVAL RATES BETWEEN SAN FRANCISCO AND PORTLAND HAD BEEN RESTORED TO THE OLD FIGURES $25.00 AND $12.50.

THE FRENCH BRIG SIDI, CAPT COMETOUX FROM SAN FRANCISCO FOR PORTLAND UNDER CHARTER TO LOAD GRAIN FOR MORGAN & SON, RAN ASHORE AT THE FOOT OF SAND ISLAND MARCH 1ST AND THE CAPTAIN DISCOVERED THAT HIS VESSEL WAS DANGEROUSLY CLOSE TO THE NORTH OF THE RIVER, WITH A STRONG CURRENT SETTING IN. HE ATTEMPTED TO STAND OFF AND WAIT FOR A PILOT, BUT WAS UNABLE TO DO SO BECAUSE OF UNFAVORABLE WINDS; ADN NOTWITHSTANDING THE FACT THAT HE HAD NEVER ENTERED THE RIVER BEFORE, HE SQUARED AWAY FOR THE BAR AT 3:30 P.M. CROSSING IN SAFETY, BUT IN MAKING THE TURN AT THEFOOT OF SAND ISLAND, THE WIND DIED OUT AND THE VESSEL DRIFTED, DRAGGING HER ANCHOR. AT 7:30 THE TUG BRENHAM ARRIVED,BUT THEHIGH SEA PREVENTED HER RENDERING ASSISTANCE, ALTHOUGH THE BRIG DID NOT STRIKE UNTIL 10:00 P.M. WHEN THE TIDE WENT OUT THE DREW WALKED ASHOREN> ON SAND ISLAND, THE VESSEL BEING HIGH AND DRY AT LOW TIDE. THE SIDI WAS A NEW BRIG OF 276 TONS LAUNCHED BUT EIGHT MONTHS BEFORE, AND WAS INSURED FOR $30,000. THE UNDERWRITERS SOLD HER TO GEORGE W. WARREN GEO>EROGE WOODS, G.W. RAYMOND, CAPT H9LL OF THE C.J. BRENHAM, CAPT. WILLIAM KOERNER AND F.C. CARR WHO SUCCEEDED IN FLOATING HER AT COMPARATIVELY SMALL EXPENSE. SHE WAS THEN REPAIRED AND SENT TO KNAPPTON, WHERE SHE LOADED LUMBER FOR SAN FRANCISCO. SHE WAS RECHRISTENED THE SEA WAIF, AND WAS SOLD TO GEORGE W. HUME, FROM WHOM SHE WAS PURCHASED BY SAN FRANCISCO PARTIES, WHO OPERATED HER IN THE TRADE BETWEEN SAN FANCISCO AND AUSTRIALIA WHERE CAPT. S. SIMONSEN SAILED HER FOR NINE YEARS. ETC.

THE SYLVIA DE GRASSE WAS AN OLD NEW HYORK PACKET BUILT OF LIVE-OAK AND LOCUST. THE SHIP HAD CONSIDERABLE HISTORIC INTEREST ATTACHED TO HER, BEING THE VESSEL WHICH BROUGHT THE FIRST NEWS OF THE FRENCH REVOLUTION TO THE UNITED STATS. SHORTLY AFTER THIS SHE SAILED ROUND TO THE PACIFIC COAST WHERE SHE WAS BOUGHT BY MAN NAMED GRAY. HER NEW OWNER WITH A VIEW TO MAKING A QUICK FORTUNE CAME UP TO THE COLUMBIA, LEAVING ORDERS FOR TE VESSEL TO FOLLOW AS SOON AS POSSIBLE. GRAY SECURED A CARGO OF 600,000 FEET OF LUMBER ON THE RIVER AT OREGON CITY, ST. HELENS AND HUNT'S MILLS FOR WHICH HE PAID ABOUT $15 PER THOUSAND. AS IT WAS THEN WORTHFROM $300 TO $500 PER THOUSAND IN SAN FRANCISCO, HE HURRIEDLY LOADED THE VESSEL AND STARTED HER DOWN THE RIVER. REACHNG ASTORIA THE SYLVIA WAS ANCHORED AND PICKERNELL ONE OF THE EARLY PILOTS, WENT ABOARD TO TAKE HER DOWN TO THE BAR. WHEN THE ANCHOR WAS RAISED PREPARATORY TO BEATING DOWN, THE VESSEL DRIFTED ON A LEDGE OFRICKS OPPOSITE WHAT IS NOW KNOWN AS UPPER ASTORIA; AND DESPITE ALL EFFORTS TO RELEASE HER, SHE REMAINED HARD AND FAST. WITH VISIONS OF A FAILING MARKET TAKING HIS BIG PROSPECTIVE FORTUEN FROM HIM, GRAY MADE FRATIC EFFORTS TO SECRE ANOTHER VESSEL. THE ONLY ONE AVAILABLE WAS THEAMERICAN SHIP WALPOLE WHICH HAD COME IN WITH A CARGO OF GOVERNMENT SUPPLIES. GRAY MADE THE WALPOLES'S SKIPPER AN OFFER OF $10,000 TO TAKE THE CARGO TO SAN FRANCISCO, BUT AS THE WALPOLE WAS UNDER CHARTER, HER CAPT REFUSED TO GO. AS NEARLY ALL TPF THE COASTING VESSELS AT THIS PERIOD WERE OF SMALL TONNAGE SEVERAL WEEKS ELAPSED BEFORE HE FINALLY SUCCEEDED IN

GETTING HIS LUMBER AFLOAT ON THREE SMALLSCHOONERS. BY THE TIME THEY REACHED SAN FRANCISCO LUMBER HAD FALLED WITH A RUSH. ALTHOUGH TH TIDE HAS EBBED AND FLOWED THROUGH THE TIMBERS OF THE OLD CRAFT SINCE 1849, NEARLY HALF A CENTRY, MANY OF THEM ARE STILL SOUND, AND LESS THAN A YEAR AGO AN ASTORIA BOAT-BUILDER WENT OUT TO THE WRECK AT EXTREME LOW WATER AND SAWED OUT A CHUNK OF LIVE-OAK WHICH HE USED IN THE CONSTRUCTION OF A LATTER DAY BOAT. P24

CAPT J.G. HUSTLER, ONE OF THE FIRST PILOTS ON THE COLUMBIA RIVER BAR WAS BORN IN NYCITY IN 1826 HIS FATHER BEING MASTER OF ONE OF THE FIRST PACKET SHIPS RUNNING BETWEEN NY AND LIVERPOOL IN 1818. AFTER ATTENDING SCHOOL UNTIL THE AGE OF 13 YOUNG HUSTLER WAS APPRENTICED ON THE SCHOOL SHIP NORTH CAROLINA AND AFTERWARD TRANSFERRED TO THE INDEPENDENDE AS MIDSHIPMAN. HE WAS NEXT IN THE SHIP OF WAR PREBLE, MAJ>KING A CRUISE TO THE COAST OF AFRICA, WHERE WHILE LYING IN THE RIVER GAMBIA, THE AFRICAN FEBER CARRIED OFF 119 OUT OF THE 132 ON BOARD. THEY LEFT THERE AT LAST AND REACHED CAPE VERDE ISLANDS,RECIEVING ASSISTANCE FROM COMMODORE PERRY OF THE MACEDONIAN WHO SUPPLIED THEM WITH A CREW WHICH ENABLED THEM TO RETURN TO NY IN THE FALL OF 1844. CAPT HUSTLER THEN RETIRED FROM THE NAVY AND BEGNA PILOTING OUT OF NY HARBOR, CONTINUING THERE UNTIL 1848. HE THEN JOINED A COMPANY OF 41 MEN IN THE PURCHASE OF THE BRIG SARAH MCFARLANE AND AILED FOR CA ARRIVING IN SPET 1849. AFTER A BRIEF STAY AT THE MINES CAPT HUSTLER REUTRNED TO SAN FRANCISCO WHERE HE MET JOHN (Alva C. White) WHITE ANOTHER OLD NEW YORK PILOT. TOGETHER THEY BOUGHT TE SCHOONER MARY TAYLOR AND SAILED FOR ASTORIA ARRIVING DEC 25, 1849, WHEN THEY AT ONCE BEGAN PILOTING ON THE BAR, USING THE SCHOONER AS A PILOT BOAT. THEY CONTINUED IN THIS CALLING UP TO 1852, WHEN THE BOARD OF PILOT COMMISSIONERS WAS ORGANIZED AND HUSTLER RECEIVED HIS FIRST BRANCH. HE PILOTED UNTIL 1859, AT WHICH TIME, OWING TO ILL HEALTH, HE WAS OBLIGED TO RETIRE AND ENGAGED IN MERCHANTILE PURSUITS AT ASTORIA. WHILE SO OCCUPIED HE MADE OCCASIONAL SEA TRIPS, RUNNING THE BARK JANE A. FALKENBERG FOR CAPT FLAVEL. HE ALSO TOOK THE ELIZA ANDERSON AROUND FROM THE COLLUMBIA AND RAN HER A SHORT TIME BETWEEN VICOTRIA AND FRASER RIVER. ON HIS RETIREMENT FROM THE WATER HE HELD THE OFICE OF CITY TREASURER AT ASTORIA FOR 6 Y AND WAS ALSO COUNTY CLERK FOR 4 Y AND FOR 30 Y SCHOOL CLERK. DURING THE HOLLADAY REGIME HE WAS PLACED IN CHARGE OF THE MAIN STREET DOCK AT ASTORIA WHERE HE REMAINED UNTIL HE DIED FEB 1 1893, MOURNED BY ALL WHO KNEW HIM.

EARLY IN 1858 THE US STEAMER SHUBRICK ARRIVED ON THE SOUND AND COMMENCED A CAREER OF USEFULNESS IN THE GOVERNMENT SERVICE WHICH KEPT HER NAME PROMINENTLY BEFORE THE PUBLIC FOR 30 Y. SHE CAME FROM THE EAST TO SAN FRANCISCO IN CHARGE OF INSPECOTR DE CAMP AND CAPT T.A. HARRIS WITH J.M. FRAZER, FIRST OFFICER; T.S. PICKERING SECOND OFFICER, T.WINSHIP, CHIEF ENGINEER; T.J. MCNAMARA, SECOND ENGINEER AND W.H. WIGGINS, WATER TENDER. THE SHUBRICK WAS THE FIRST LIGHTHOUSE TENDER ON THE PACIFIC COAST, ALTHOUGH SHE WAS CALLED A

REVENUE CUTTER WHEN SHE FIRST MADE HER APPEARANCE IN 1859. SHE WAS BUILT IN PHILADELPHIA IN 1857 OF LIVE AND WHITE OAK, COPPER FASTENED THROUGHOUT, WAS BRIGANTINE RIGGED, AND MOUNTED THREE CANNON. HER DIMENSIONS WERE: LENGTH, 140 FEET; BEAM 22 FT; DEPTH 9 FEET; ENGINE SINGLE 50 BY 48 INCHES. ON HER FIRST TRIP TO THE SOUND CAPT FRANK WEST NOW LIVING IN EAST PORTLAND TOOK COMMAND HAVING BEEN APPOINTED BY CAPT JOHN DE CAMP, AT THAT TIME LIGHTHOUSE INSPECOTR FOR THIS DISTRICT. IN JUNE 1859, THE STEAMER MADE A CRUS>ISE TO THE CASCADES WITH A NUMBER OF ARMY OFFICERS FROM VANCOUVER BARRACKS, HEAADED BY GENERAL HARNEY. THE PARTY REACHED RUCKEL'S LANDING WITHOUT ACCIDENT, THE OLD SHUBRICK SCARRIED THEM BACK TO VANCOUVER, AND THEY TELL TO THIS DAY THAT THEY WENT TO THE CASCADES ON THE FIRST, LAST AND ONLY OCEAN-GOING STEAMSHIP THAT EVER PENETRATED SO FAR INLAND ON THE COLUMBIA. DURING HER EARLY CAREER ON THE SOUND AND IN OTHER PARTS OF THE NORTHWEST THE SHUBRICK AS LOCAL STEAMERS WERE SCARCE UB TGISE DATSM UB ADDUTUIB TI GER DYTUES AS REVEBYE CUTTER ANDLIGHTHOUSE TENDER, CARRIED MAIL, FRIEGHT, AND PASSENGERS AND PERFORMED ANY OTHER NECESSARY WORK. AFTER PASSING THROUGH THE PERILS OF THE SAN JUAN DIFFICULTY WITH SPIKED GUNS, THE OLD SHUBRICK ASSUMED A WARLIKE ASPECT IN 1862 WHEN VICTOR SMITH COLLECTOR FOR THE PUGET SOUND DISTRICT, ATTEMPTED TO MOVE THE CUSTOM HOUSE FROM PORT TOWNSEND TO PORT ANGELES. AFTER OVER A QUARTEROOF A CENTRUY OF CONTINUOUS WORK IN THE NORTHWEST, THE SHUBRICK MADE HER LAST TRIP IN DEC 1885 AND WAS TAKEN TO MARE ISLAND AND SOLD AT AUCTION MARCH 20, 1886 TO CHARLES DENSBROW OF SAN FRACISCO FOR $3,200.

LEWIS AND DRYDEN'S MARINE HISTORY OF THEPACIFIC NORTHWEST.

CAPT. CYRUS M. NOYES WAS BORN IN SEARSPORT, ME., IN 1842, AND HAS BEEN CONNECTED WITH THE MARINE BUSINESS SINCE BOYHOOD. HE FIRST CAME TO THE NORTHWEST IN 1870 ON THE BARK GARIBALDI RUNNING TO CHINA, IN 1876 HE TOOK COMMAND OF THE BARK ALDEN BESSE IN THE SAME TRADE, LEAVING HER A FEW YEARS LATER FOR THE BARK COLOMA, WHICH HE STILL COMMANDS. CAPTAIN NOYES HAS SPENT MORE CONTINUOUS YEARS OFSERVICE IN THE PORTLAND AND CHINA TRADE THAN ANY OTHER MAN IN THE NORTHWEST. P. 198

THE STEAMERR US GRANT CAPT J.H.D. GRAY,WHILE LYING AT THE WHARF AT FORT CANBY, DECEMBER 19,1871, WAS BLOWN ADRIFT, AND BEFORE STEAM COULD BE RAISED, OR AN ANCHOR MADE TO HOLD, SHE STRUCK THE BEACH AND WAS SOON KNOCKED TO PIECES BY THE HEAVY SEA. CAPT GRAY AND HIS BROTHER A.W. GRAY ESCAPED IN A SMALL BOAT, BUT THE TREMENDOUS SEA PREVENTED THEIR LANDING UNTIL THEY WERE NEARLY FROZEN. THE STEAMER PROVED A TOTAL LOSS, HE NAME-BOARD SERVING AS A NUCLEUS FOR A LARGE COLLECTION OF SIMILAR RELICS NOW ON EXHIBITION AT THE FORT CANBY LIFE SAVING STATION. P. 199

THE FIRST STEAMBOAT BUILT IN OREGON WAS A NAMESAKE OF THE FIRST VESSEL TO ENTER THE COLUMBIA RIVER THE COLUMBIA. SHE WAS A LITTLE SIDEWHEELER BUILT AT UPPER ASTORIA AND MADE HER TRIAL ON JULY 3, 1850. THE COLUMBIA WAS OWNED BY CAPT DANIEL FROST, GEN. JOHN ADAIR, AND THE FIRM OF LEONARD AND GREEN. IN BUILDING HER THOMAS GOODWIN WAS THE HEAD CARPENTER, AND GEORGE HEWITT DID THE JOINER WORK. HER ENGINES WERE OF FRENCH MAKE AND WERE OF 8 INCH BORE BY TWO FOOT STROKE, NON CONDENSING. THEY WERE BROUGHT UP FROM SAN FRACISCO BY THOMAS V SMITH, THE FATHER OF THOMAS AND RUBEN SMITH, THE WELLKNOWN OREGON RAILWAY AND NAVIGATION COMPNAY ENGINEERS AND THE YOUNG SMITHS ASSISTED THEIR FATHER IN PLACING THE MACHINERY IN THE CRAFT. THE COLUMBIA WAS 90 FEET LONG, 16 FEET BEAM AND ABOUT 4 FEET DEPTH OFHOLD. SHE LEFT ASTORIA ON HER FIRST TRIP AT NOON ON JULY 3D, IN COMMAND OF CAPTAIN FROST WITH THOMAS V. SMITH IN CHARGE OF THE ENGINES ASSISTED BY HENRY MCDERMOT. SHE REACHED PORTLAND AT 3:00 P.M. THE NEXT DAY, AND AFTER LYING THERE TWO OR THREE HOURS PROCEEDED TO OREGON CITY, WHERE SHE ARRIVED ABOUT 8:00 OCLOCK IN THE EVENING, A GREAT CELEBRATION BEING HELD IN HER HONOR. AT THIS TIME THE STEAMER LOT WHITCOMB WAS ON THE STOCKS AT MILWAUKIE AND WAS RAPIDLY ASSUMING SHAPE. P. 28

Goodwin